



Fighting an Aircraft Fire



DIVISION

OF

AERONAUTICS

Vol. 24 — No. 8

November, 1973

SECOND ANNUAL AIRCRAFT FIRE PROTECTION AND RESCUE PROCEDURES SCHOOL

Sponsored by Division of Aeronautics,
By Jerry Burrows, Course Manager

Montana's second annual airport fire fighters training course attracted fifty-seven firemen from Oregon, Wyoming and throughout Montana.

Classroom training was conducted at the Montana Air National Guard facilities on the Great Falls International Airport with about one-half the course devoted to the extinguishment of live fires at the burning area at the airport.

The principles of aircraft fire fighting were covered and then practiced. The development and operation of the latest extinguishing agents was explained. These agents were demonstrated and then used by the men in combating JP4 jet fuel fires. Aircraft emergency evacuation procedures for all major aircraft was covered. Aircraft rescue apparatus and forceable entry tools were shown and demonstrated and the actual rescue of personnel trapped in an aircraft was thoroughly covered.

Other areas of instruction covered protective clothing, pre-fire planning, communications, airport and



Allan Butterworth, FAA, center, discussing course with Ed Kraft, left, and Jim Popp, both of Billings.

surrounding area familiarization, types of hazardous materials, fire department training responsibilities and other related subjects.

The success of the course was made possible by the full support of the Montana Air National Guard, Great Falls International Airport and the many manufacturers who provided instructors and large quantities of extinguishing agents that were used in training.

Darrell Thomas, Fire Chief for the Air National Guard, provided much of the classroom instruction and was responsible for the overall operation during the live fire training. Terry Ness, Ness Fire Fighting Equipment, Great Falls, covered protective clothing; William Styler, Anaheim, California, representing Fire Control En-

gineering Company "Fire Boss", explained and demonstrated the "Twin Agent" concept of aircraft fire fighting using dry chemicals and aqueous film forming foam. Louis Dimaio, Manager, Technical Service Department with the National Foam System, West Chester, Pennsylvania, explained extinguishing agents and their compatibility and trained the firemen with National's "Aero-Water 3", 3% aqueous film forming foam.

Clayton Housch, Frontier Airlines, Denver, gave us an insight on the training stewardesses receive to handle emergency situations; and how to disengage and remove the emergency windows and doors on air car-

(Continued on Page 5)



Ted Parod and Bill Hunt preparing for take-off. For story see page 3.

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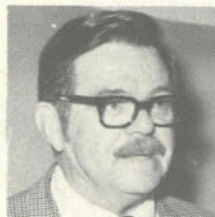
NEW FAA FILM ON GENERAL
AVIATION

The Federal Aviation Administration has produced a new 15-minute, color movie called "General Aviation—Fact or Fiction," explaining the growth of general aviation and its important role in American economy. The movie urges public support of local efforts for general aviation.

A free film will be loaned on written request to: Film Library, FAA, P. O. Box 25082, Oklahoma City, Oklahoma 73125 (specify code number FA-01-73).

The many other films available through the FAA film library are listed and described in a catalog produced by the FAA. If you have sufficient use for this catalog, you may write direct to the above address and request a copy.

Administrator's
Column



It was a pleasant evening in Lewistown at the Central Montana Hangar meeting October 29. It was good to meet all of the fine people that belong to that very active hangar and talk to them about some of the problems of general aviation. I hope that I answered their questions and gave them at least a part of the information that they gave me. It was a very educational evening for me as well as a relaxing and agreeable few hours.

Paul Linehan of the Flight Service Station in Lewistown is president of the hangar and the meeting served also to welcome the new Flight Service Station Chief, Earle Paustian and his wife Skip. An excellent meal was served by Mary Hubbard, who formerly had the airport cafe at Lewistown.

I also enjoyed, as always, the company of Buzz and Shirley Burris. Buzz, of course, is a member of the Board of Aeronautics.

* * * * *

On the way home from Lewistown, I stopped and visited with a former member of the Aeronautics Commission, Gordon Hickman, and later with Ken Elliott, the Airport Manager at Harlowton. They are looking forward to obtaining a paved strip and are certainly in a good location to have one.

* * * * *

Word just reached us of the death of Woody Smith who took care of the airport at Stanford. He will be sorely missed and we extend sympathy to his family and friends.

* * * * *

The best way to forget your own problem is to help someone solve his.

LEGAL
NOTES



Airport managers and boards would be well advised to keep their sponsors informed as to obstructions on an airport extension or enlargement. A case decided recently found that an airport owner was liable for damage to a 727 aircraft that landed on a runway extension and hit a moose. The court said that the original airport had a barrier that prevented the animals from coming upon the airport and that the runway was extended beyond the barrier into an area where moose were known to congregate and that the failure of those responsible for the extension to provide additional barriers when they knew, or should have known, that the animals were in the area and would likely go upon the runway, amounted to negligence, and awarded damages to the airline operating the 727.

As you increase the size of your airport, make certain that steps are taken to prevent animals of any kind or for that matter any obstruction, from coming upon the runway or approach zone. Just because the original runway was protected does not mean that any increase in size will automatically have the same protection.

* * * * *

The United States Comptroller General ruled last August that the Bureau of Land Management should pay a \$143.45 landing fee due to the Missoula County Airport Commission. The opinion was rendered at the request of the Bureau because of a bill from the Commission for landings made during the fire fighting season. The question was whether or not a U. S. Government aircraft was required to pay a landing fee. The answer to the question depends upon whether or not the airport has ever received any money under the Airport and Airway Development Act of 1970. The Missoula airport had not received any such funds up

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Sandy Parod, John Stefan, Roger Zentzis and Ted Parod, testing the wind with a cigarette.

BALLOONING RECORD SET

On Saturday, the 27th of October, a historical event occurred in a balloon in Montana when Ted Parod checked out Roger Zentzis on his solo flight in their Raven S-50A Balloon, N51478, Aeronautics Registration No. 1283.

At 10:00 in the morning the balloon was unpacked from Ted's pickup, laid out in a pasture north of Kalispell, and inflated for this historical event. The ground crew at that event consisted of permanent staff members Sandy Parod and John Stefan, and temporary helper Bill Hunt, who drove the horses away from the activities. The first step of inflating the balloon with cold air was done by a gasoline-driven fan as Sandy and John helped open the bottom of the balloon so that cold air could be forced in. After the balloon was partially inflated the propane burners were turned on and developed a flame 12 feet long with 4,000,000 BTU's to warm the air and lift the balloon to a vertical position so that only the basket was on the ground.

Standing, the balloon stood 80 feet tall and the temperature inside was raised to 150° for liftoff. The horses and cows that had come to the scene were not as curious as when the balloon was on the ground but they still intended to come closer to the activities and had to be continually driven back.

The balloon lifted off the ground some time after 10:00 a.m. with Roger and Ted aboard and flew in a southerly direction at about six miles an hour. Directional control of a bal-

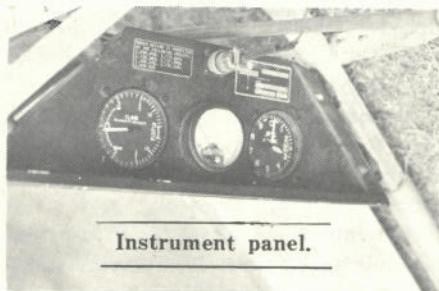


Balloon being prepared for inflation. Everything transported by pickup in foreground, including gondola, balloon, heating system and fan.

loon is maintained by seeking an altitude where the wind is blowing toward your destination. This requires a considerable amount of going up and down.

John and Bill, the ground crew, with a citizen's band radio, followed the balloon with Sandy talking to the crew members while John and Bill kept the balloon in sight while driving on country roads.

Ted brought the balloon down in a plowed field about a mile from where he started and at 10:55 a.m. Roger became the first balloonist to solo in Montana so far as the records show. He flew about a quarter of a mile and became becalmed above some trees and going up and down did not produce any movement in any direction, so we had nothing to do but park and watch.



Instrument panel.

When later Roger cleared the trees enough to set it down in the field, people gathered as usual to see the balloon. We got in the pickup and drove over to the field where Roger advised us that he had opened the directional vent in the side of the balloon and it had to be closed before further flight could be made. The directional vent about half way up the side of the balloon is reached

by allowing the air to cool sufficiently and then catching the rope which hangs from the top of the balloon and pulling the balloon over to a near horizontal position while the side is sealed. Sandy did the sealing while Ted and Bill did the pulling. The balloon was released to a vertical position and the ground crew scrambled to reach the balloon to prevent the oscillation that occurs when the balloon goes past the vertical and returns. At this point the cows had their revenge as the crew scrambled up the hill in the pasture and there was much slipping and sliding that I understand is an occupational problem with balloonists.



Cold air being forced into balloon by gasoline driven fan.

After the balloon was reheated, Bill and Ted took a ride and proceeded to move about a mile or two miles an hour north where they again landed in the field. At this time champagne was opened and a toast drunk to Roger's success as a soloist and to Ted as an instructor.

According to the Guinness **Book of World Records**, the world endurance and distance records for hot air ballooning are 8 hours and 30 minutes for 255 miles by Matt Wiederkehr on March 29, 1972. The altitude record is 31,500 by Karl H. Stefan on June 19, 1971.



Preparing the Gondola.

(Continued on Page 4)



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Brad L. Snodgrass—Big Timber

PRIVATE

William J. Griffen—Locate

Robert L. Madler—Baker

Joe A. Tezak—Sheridan

Gordon P. Buckingham—Billings

John L. Jones—Sidney

Betty K. Uphaus—Glasgow

Larry A. Yaeger—Fergus

Gordon C. Thompson—Plentywood

Joseph G. Babin—Lewistown

Randall S. Hultgren—Billings

Constance M. Thomason—Kalispell

COMMERCIAL

James D. Elliot—Miles City (MEL)

Andrew J. Christensen—Miles City

James R. Corey—Lewistown (ASEL)

INSTRUMENT

Neal C. Brenna—Havre

Michael H. Downing—Hardin

(Airplane)

Glen A. White—Hysham (Airplane)

Donnie W. White—Boyd (Airplane)

FLIGHT INSTRUCTOR

Robert F. Allred, Jr.—Billings

George R. Knutson—Billings

AIR TRANSPORT

John S. Poling—Glasgow

POWERPLANT MECHANIC

Tex E. Rieke—Billings

Duane A. Hanson—Billings

REPAIRMAN RADIO—INST.

David A. Black—Billings

DOES ANYONE HAVE A USED GAS PUMP?

Another ramification of the energy crisis was observed during a telephone conversation with Wallie Edland the other day. He has been trying to find a used gasoline pump that will register higher than fifty cents a gallon. If you have information as to where one could be obtained, give Wallie a call in Scobey at 487-2835.

(Continued from Page 2)

to the time of the claim. All federal money received by Missoula was under the old Federal Airport Act which required exemption of only military aircraft while all other federally owned aircraft had to pay a landing fee.

However, Missoula will soon receive some ADAP funds and will no longer be able to charge U. S. owned aircraft whether military or civilian. Other airports throughout the state that have not received ADAP funds may charge federal civilian aircraft for landing fees even if they have received federal funds, under the old Federal Airport Act.

Missoula Airport Manager Ken Rolle said that the aircraft made several landings there and, of course, used the facilities and should be required to make payment. However, he conceded that aircraft owned by the United States will not have to pay after the new airport receives ADAP funds.

CALENDAR OF AVIATION EVENTS



CALENDAR

November 27-30—National Aviation Trades Association Annual Meeting, Convention and Trade Show, Bal Harbor, Florida.

December 5-8—National Agriculture Aviation Association 7th Annual Conference, Diplomat Hotel, Hollywood, Florida.

December 11-13—Ninth Annual FAA International Aviation Maintenance Symposium, Shoreham Hotel, Washington D. C.

January 13-16, 1974—Helicopter Association of America Annual Meeting, Convention and Industrial Showcase, San Diego, California.

January 18-20, 1974—National Pilots Association Dallas/Fort Worth Holiday Convention, Arlington, Texas.

January 25-26, 1974—Golden Sentinel Safety Seminar, Billings.



Ted and Roger on final checkride before Roger's solo.

(Continued from Page 3)

The Raven Balloon is flown around the Flathead Valley and Ted is more than willing to give a ride to anyone who would like to experience noiseless, almost motionless flight and he can be contacted at Whitefish regarding costs and times the balloon is available.

SKYLAB I ASTRONAUTS' GET FAA AWARD

Notification has been received that Skylab I astronauts, Charles "Pete" Conrad, Jr., Joseph Kerwin and Paul Weitz, were officially recognized as the world's first and only space mechanics by the Federal Aviation Administration of the Department of Transportation.

Each received an honorary FAA Airframe and Powerplant Mechanic's certificate with a special "spacecraft rating" established expressly for them.

FAA Administrator Alexander P. Butterfield made the presentations in ceremonies at the FAA Washington Headquarters Building. He told the astronauts: "The in-flight repair job you performed on the Skylab orbital workshop was one of the most spectacular achievements of the entire space program. It transformed a potentially disastrous mission into an outstanding success and demonstrated once again man's ingenuity in the face of adversity. I'm sure every aviation mechanic in the country is proud to have you as honorary members of their select and highly-skilled fraternity."

The awards to the astronauts was sponsored by the Aviation Maintenance Association.

(Continued on Page 6)



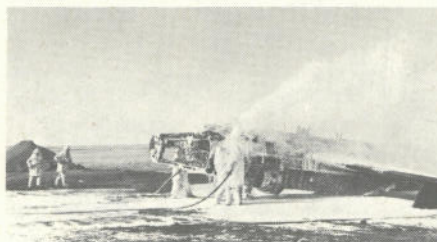
Chief Darrell Thomas, Montana Air National Guard, right, discussing AFFF agent with Art Simms, 3M consultant. Darrell got a face full of the stuff.



Bill Styler, center, snowing Terry Ness, left front, and class Fire Boss "Twin Agent" Unit.

rier aircraft. I. A. "Art" Simms from Apple Valley, California, represented the 3M Company and explained the development and use of aqueous film forming foam; demonstrated how the foam should be applied and instructed the men with the live fire training. Allan Butterworth, Certification Specialist with the FAA, Denver, covered emergency planning and answered questions about airport certification. John H. Ball with the Air National Guard covered the Air Force rescue vehicle and equipment.

The men received completion certificates and awards from the Division of Aeronautics and the Federal Aviation Administration at an awards banquet planned by Bill Utter, Airport Director of Great Falls International Airport and his assistant, Joe Atwood. Director Frank McChesney and Deputy Director Tom Mangan, of the Department of Intergovernmental Relations, and Gerald Burrows, Supervisor, Certification, Security and Operations, Division of Aeronautics, Chief Darrell Thomas, Allan Butterworth and Bill Utter all took part on the banquet program and the presentation of the awards. Col. Emmett J. Whalen, Base Detachment



Fire was knocked-down in 30 seconds, permitting rescue, handline crews mopping up.

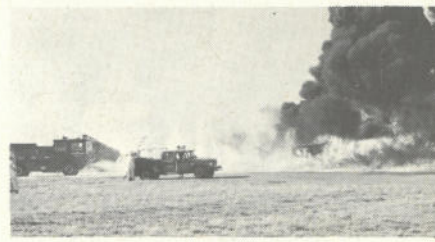


Chief Thomas, Montana Air National Guard, explaining handline nozzle. Lou DeMaio, National Foam, left of nozzle, looking to side.

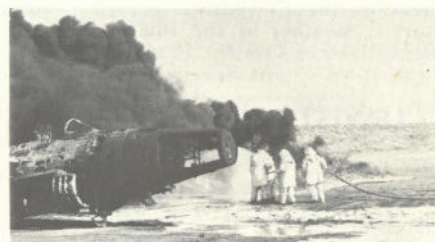
Commander of the Montana Air National Guard, was unable to take part in the program due to a last moment conflict.

The fire fighters completing the course are: John W. Baker, James Balke, Ronald Bedwell, Ronald Besich, Terry Bistodeau, Jens Bolstad, Grover Botkin, Michael Carroll, John Chamberlain, Terry Clayton, Robert Daniels, Charles Eades, Russell Ek-lund, Donald Faris, Jerry Ferda, David Feters, Herbert Frick, Peter Gallogly, Norm Gray, Byron Gregory, James Hace, Clancy Hall, Roger Haman, Bill Hill, Carl Johnson, Gordon Jol-liffe, David Jones, Don Keough, Edward Kraft, Richard Langford, Russell Lehner, Jerome Leitheiser, Dean Linn, William Lyles, Gary McDermott, Henry McDunn, Barry Michelotti, Leonard Miller, James Monlux, Dwain Moran, Richard Nason, Charles Noble, Fred Peres, Edward Peters, Angelo Petroni, James Pladson, Billy Plunkett, Jim Popp, David Rowland, Jr., Phillip Ryder, Steven Schaff, James Simmons, Tony Speck, Alfred Stensrud, Ron Stevenson, Ronald Ukrainetz, Milan Venn, Dale Walker, Dennis Walton and Roderick Van Heel.

The Division of Aeronautics sin-



Guard crash and rescue trucks attacking 650 gallon JP-4 fire with F89 in center of fire.



Firemen "suited up" training with handlines.



Clayton Housch, Frontier Airlines, speaking on aircraft evacuation.

John Ball, Montana Air National Guard, demonstrating cable cutter.



cerely thanks all those who provided aid and assistance in support of Montana's Aircraft Fire Protection and Rescue Procedures Training Program. Special thanks are given to Pam Baker who assisted with the registration, banquet and a great deal of typing. Pam works in Bill Utter's office, Darrell Thomas's crew as back-up personnel for all live training drills, a hot pot of coffee at all times and cleaning up the classrooms each night, and the airlines for contributing to the banquet.

* * * * *

Temper is what gets most of us into trouble. Pride is what keeps us there.



Left to right, Doug Campbell, Chairman of the Entertainment Committee; Dale Uppinghouse, Accident Prevention Specialist, GADO #1, Billings; Mrs. Uppinghouse; Paul Lineham, President of the Lewistown Hangar; Tom Burris, member of the Board of Aeronautics; and Earle Paustian, Chief, Lewistown Flight Service Station.

LEWISTOWN HANGAR MEETING

The Central Montana Hangar of the Montana Pilots Association held its monthly meeting in October and several matters were discussed. President Paul Lineham held a short business meeting followed by a slide presentation by Aeronautics Division Administrator Bill Hunt of Helena, and there was a discussion of the new Part 61 Certification: Pilots and Flight Instructors, by Dale Uppinghouse of the Billings GADO office.

Following his presentation, Hunt answered questions about the current status of the Division of Aeronautics and its financial condition and what it could do to help local communities. Hunt's answers were that the Division of Aeronautics had not made many substantial changes since reorganization but felt there are better lines of communication now within state agencies and the aviation interests of Montana because of reorganization and that there was no change whatsoever in the financing or use of the funds. The present aviation gas revenue is used solely for aviation purposes or administrative purposes of the Division. He said that while the aircraft of the state have been pooled and better use made of the aircraft reflecting some savings for agencies using aircraft, including Aeronautics, there was absolutely no pooling of any funds.

Hunt expressed his personal opinion that the energy crisis now facing the nation and general aviation was



Speakers, Dale Uppinghouse and his wife, and William E. Hunt.



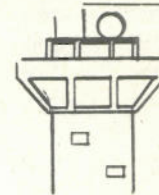
Informal moments at the Lewistown Hangar Meeting.

a more immediate threat to general aviation than the other problems including cost allocation.

Willy Rimby asked if the Division of Aeronautics had under consideration any use for the abandoned radar site atop the Judith mountains east of Lewistown. He suggested that the state might well be interested in putting a low frequency non-directional beacon atop the mountain that would greatly aid navigation in eastern and central Montana and perhaps

a remote facility to the flight service station in Lewistown, giving a much wider range for that facility. Tom Burris, a member of the Board of Aeronautics who was present at the meeting, promised his fellow hangar members that the matter would be considered by the Board.

Dale Uppinghouse gave a slide presentation on the new regulations for pilot certificates and answered questions regarding the purpose of these new regulations. He said that they did not have enough circulars to give them out but soon would have and distribution will be made to all concerned as soon as they are available. Interested persons can contact the GADO offices in Helena or Billings for additional information. Uppinghouse emphasized that the "grandfather clause" in the new rules protected present certificate holders who would not be required to take the additional hours now needed by new applicants. Everyone must take a check ride every 24 months from an authorized check pilot.



TOWER

OPERATIONS

SEPTEMBER 1973

	Total Operations	Instrument Operations
Billings	9,032	2,265
Great Falls	7,938	1,780
Missoula	6,367	755
Helena	4,079	543

OCTOBER 1973

	Total Operations	Instrument Operations
Billings	8,547	2,246
Great Falls	6,572	1,662
Missoula	6,316	715
Helena	3,952	515

(Continued from Page 4)

nance Foundation in cooperation with the aviation industry and the FAA. They consisted in each case of a stainless steel replica of an FAA Airframe and Powerplant Mechanic's Certificate mounted on a mahogany base which carried the following citation: "In highest recognition for the successful repair of Skylab I, resulting in the completion of the first space station experiment by the United States of America."

ONE VIEW OF THE FUEL CRISIS

Everyone knows of the impending energy crisis, whether real or artificial. The following article is one view of the problem as presented in a recent press release received from the Civil Aeronautics Board.

Civil Aeronautics Board Chairman Robert D. Timm has urged that a central point of contact be established to coordinate airline fuel requirements with the national need. Timm made his views on the pending fuel crisis in letters to John A. Love, the President's Director, Energy Policy Office, and Duke Ligon, Director, Office of Oil and Gas, Department of Interior.

"Should the need arise, an equitable distribution of available fuel supplies must be made, probably in a program of mandatory allocation on a priority basis," the CAB Chairman said. "In the event a mandatory fuel allocation program is imposed, we urge that the air transportation industry, as a predominant intercity common carrier, and the fifth largest user of petroleum fuels, be afforded a priority commensurate with the need to assure adequate public service," Timm added.

He said that since airline operations are interstate and international, any fuel allocations should be federally controlled, "preempting allocation or diversion with airline supplies within state boundaries."

Timm said the CAB is concerned with the potential impending fuel shortages as they pertain to the air transportation industry and any attendant disruption of public air transportation.

He also designated Robert J. Sherer, Director, Bureau of Economics, as the principal intermediary with industry and other government agencies.

SPRAYING BOOKLET AVAILABLE

Cessna offers a booklet which tells farmers how to avoid overkill when treating crops threatened by weather, worms and wilt.

From the ground it took three days to spray a Florida orange grower's 15-acre grove for insect and fungus damage—plus more chemicals than necessary for good coverage. Then he decided to try professional aerial application and the job was done in 30 minutes—with just the right amount of chemical.

This grove owner's story is told in a booklet published for farmers and ranchers by Cessna Aircraft Company. By spraying his oranges from the air, the Florida grower was able to completely protect his crop—but not over protect it—reducing the amount of chemical added to the environment. The grower not only saved chemical, he also saved a total of \$180 over what he used to pay to have his grove sprayed from the ground.

Entitled "How Professional Aerial Application Can Increase Your Productivity," the booklet has proved

to be extremely popular with farmers looking for ways to beat such traditional farming woes as weather, weeds, compaction, pests and fungus.

The flexibility of agricultural aviation is almost limitless and the booklet outlines a variety of examples, such as:

Application of herbicides and fungicides on wet fields when potential crop damage is greatest;

Coverage of rugged terrain at an affordable price;

Reclaiming grazing land from sagebrush in Montana;

Reduction of farm labor and capital requirements;

Avoiding grain shatter and soil compaction losses.

The booklet will be sent to any farmer or rancher at no charge on request from Cessna's Agricultural Aircraft Division, Wichita, Kansas 67201.

WILL YOU PLEASE HELP US

In order to keep our office records up to date, we need information from you. If you are an Airport Manager, Airport Board/Commission Chairman or Member, please take a few minutes of your time to complete the form below and mail it to our office. This will be a great help to us and we will certainly appreciate your assistance.

NAME OF AIRPORT:_____

Manager:_____ Phone:_____

Address:_____

Board or Commission Name:_____

Chairman of Board/Commission:_____

Address:_____ Phone:_____

Members of Board/Commission:_____

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FIRST WOMAN PARACHUTIST

The last issue of **Sky Diver**, the International Magazine of Parachuting, carried an interesting article about

Tiny Broadwick who celebrates her 80th birthday and the 65th year since her first jump.

Born in 1893 in Henderson, North Carolina, Georgia "Tiny" Thompson, coached by her foster father, Charles Broadwick, donned her first parachute took off in a balloon and leaped from it in 1908 at the age of 15. Her jump suit consisted of a white silk dress and ruffled bloomers. Her nickname was earned by her height of 4 feet, and 85 pounds weight in her jumping days.

In June, 1913, perched on a seat in front of a plane flown by Glenn L. Martin (who later gained fame as an aircraft manufacturer), she became the first woman to parachute

from an airplane when she jumped from the height of 2,000 feet. In the same year in Chicago she was recorded as the first person to make a jump from a hydroplane. This was also the first recorded water jump.

In 1914 Miss Broadwick gave the first official demonstration of a parachute to the United States government, proving the success of the aerial invention developed by her foster father.

She made the last of her 1,100 plus jumps in 1922. In 1953 she was presented with the Pioneer Aviation Award. She currently resides in San Diego. * * * * *

The most valuable gift you can give another is a good example.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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